

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH WILHELMSHAFFEN, SIMPSON-HAFEN and SYDNEY	"MANILA" Capt. E. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ VALDEMAR" Capt. F. Iscke	About SATURDAY, 29th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	Rebulet	24th May, P.M.	
MARSHILLES, VIA PORTS	OCEANIAN	Sellier	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelin	7th June, P.M.
MARSHILLES, VIA PORTS	POLYNESIEN	Broc	8th June, at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Slover	MANILA	Immediate despatch.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 6th May, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. L. and Watkins.

Yokohama, May 23rd, 1905.

To Let.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & CO.,

Prince's Buildings.

Hongkong, 25th March, 1900.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1900.

TO LET.

NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON

& CO., LTD.

Hongkong, 12th May, 1900.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st April, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT

ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 168, DES VUEX

ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VUEX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th April, 1900.

TO LET.

TWO AIRY ROOMS in a house on BELLOWS TERRACE, first floor, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1900.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 24th February, 1900.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 13th May, 1900.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1900.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN

WHITE, BLACK, & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

Hongkong, 26th September, 1900.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION

AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP and SODA MANUFACTURERS
SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR

LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1900.

THE MONEY MARKET.

RISE IN SILVER FAVORABLE TO
THE STR. ITS.

Messrs. Samuel Montagu and Co. write as follows, under date April 15:—

Austria continued in the market for bar gold and secured the bulk of the £580,000 disposable, although there was some competition for France, owing to the fall in the exchange.

Withdrawals were made from the Bank of England as follows:—

April 8, £100,000 in sovereigns for South America, and £5,000 in sovereigns for Brazil.

The Bank received the following amounts:—April 10, £9,000 in sovereigns from Australia, and April 13, £9,000 in sovereigns from Malta. The net efflux is £187,000 during the week.

For more than a month past China, whose export trade seems to be waking up, has been the principal support of the silver market and purchases for that quarter were the main cause of the advance in price this week. Actual fresh shipments are not large: the German steamer on Tuesday carried under £50,000 to China; but the German steamer of a month previous has carried her cargo of £370,000 past Colombo without transhipping to India.

PRICE OF COTTON.

The continued rise in the price of cotton is favourable to the realisation of the large stocks of piece goods held in China and the Straits. The stocks of these goods on the spot are ample, and until these need replenishment, imports will be limited, and failing to counter-balance exports, silver will be called for, notwithstanding that the stocks of this metal are considerable. Turning to India, the prospects of bazaar demand are not as yet bright enough to encourage optimistic views; on the other hand, pessimist conclusions should not be drawn, for the following reasons:—The market for silver in the last quarter of 1907 passed through a crisis of the first magnitude, caused primarily by the failure of the South-West Monsoon in India. Previous to that, the prosperity of that country was striking—the total combined exports and imports rose steadily each year, from 198 crores in 1896-7 to 362 in 1907-8—10 years without a check. When the wave of prosperity broke in 1907, a period of exhaustion intervened, and economic forces impelled a fresh wave onward. It must not be overlooked that India's material progress must be reckoned as an incoming tide, and the breaking of a wave is, after all, only an episode in the advance.

DRAFTS AND T.TS.

India is now in some such condition. The harvests, though not poor, contrast unfavourably with those of the booming years before 1907; but, given a period for recuperation, the future is not likely to disappoint the sanguine. Meanwhile, silver is held back from any substantial advance, and the occasional tendency to fall is checked by the effect of such decline on China trade and the restraining hand of America—slow to sacrifice silver with a fear of diminished supplies at each reduction in price.

One possibility of the utmost consequence lies on the knees of the gods, viz: whether in a similar crisis to that of 1907 the Indian Government may take steps of a radical character to prevent the import of silver as a commodity on such a huge scale as to compete with the sale of Government draft and T. T., and thus prevent a similar embarrassment in maintaining the equilibrium of exchange, to that which occurred in 1907 and the subsequent year. Cobalt shipments last week were 1,270,000 pounds of ore. At the last moment, a few bazar orders have cropped up for Bombay and there was a premium of 1/16 for prompt shipment in consequence. The quotations to-day, 23 9/16d. for cash and two months are 1/4 above those quoted in our last letter.

QUOTATIONS.

Quotations for bar silver per oz. Standard.
April, 10—23 7/16d. cash, 23 7/16d. 2 months.
April, 11—23 9/16d. " 23 9/16d. "
April, 14—23 9/16d. " 23 9/16d. "
April, 15—23 9/16d. " 23 9/16d. "
Average for the week } 23.531 " 23.531 "
Bank Rate..... 2 1/2 per cent.
Bar Gold per oz. Standard 77s. 9 1/2 d.
French Gold Coin per oz. 76s. 4d.
German Gold Coin per oz. 76s. 4d.
United States Gold Coin per oz. 76s. 4d.

Notice of Firm.

JARDINE, MATHESON & CO., LTD.

IT is hereby notified that Mr. JOHN JOHNSTONE has been Authorized to Sign on behalf of our Company "Per Procuration" as from this date.

JARDINE, MATHESON & Co., LTD.

Hongkong, 15th May, 1900.

Intimations.

INSURANCE MAN seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR,"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1900.

GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,

Manager.

Hongkong, 6th January, 1900.

WATER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DAWM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tin Kai.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-houses.

F. G. Fitch,

Director.

18th July, 1900.

Intimation.

Powell's

Furnishing
Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CRUSHED STRAWBERRY CELESTINE BLUE BRONZE GREEN

and

ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE "POLO" SCOTCH LACE 4 YARDS LONG

At 5.00 per pair

is strongly recommended as a strong an inexpensive, good washing Curtain, in white only.

We also stock these Curtains at 6.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered, Madras in white and ecru

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN SPOT BOOK MUSLINS
and
EMBROIDERED SWISS.

POWELL'S ALEXANDRA BUILDINGS.

28, Queen's Road.

Hongkong, 11th May, 1909.

For Sale.

FOR SALE.

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL.
Also
BEST AMERICAN SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS,
at

10 Cents each.

Apply to—
GRACA & CO.,
No. 27, Des Vaux Road.
Hongkong, 13th May, 1909.

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.
REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central,
Hongkong.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 150 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co.
General Managers.
Hongkong, 11th August, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE

11, D'AGUIAR STREET,
HONGKONG.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 30, DES VAUX ROAD CENTRAL.
The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.
25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.

19

FIGHTING MALARIA

PROFESSOR ROSS'S REPORT ON MAURITIUS.

[Report on the Prevention of Malaria in Mauritius, by Ronald Ross, D.P.H., F.R.C.S., London, Waterlow and Sons, Ltd., 1908.]

We have received a copy of the "Report on the Prevention of Malaria in Mauritius" by Professor Ronald Ross, the well-known authority on tropical medicine. At the suggestion of the Earl of Elgin, then Secretary of State for the Colonies, Professor Ross visited Mauritius in November, 1907, remaining until February, 1908. On his return he wrote the report which bears the date of June, 1908.

THE HISTORY OF THE DISEASE.

Professor Ross starts off with a general history of malaria, which the ancients knew well. They knew that it occurs in several different forms; that it tends to be most prevalent in the vicinity of marshes; and that it may be reduced by drainage. It was not until 1640 that the specific remedy for the disease—cinchona or Peruvian Bark—began to be known in Europe and it was again not until 1820 that quinine was extracted from this substance. The ancient theory that the disease was caused by noxious effluvia from marshes—emphasised by scientists at the end of the seventeenth century—gave rise to the name "malaria", implying that the disease is due to bad air. This, of course, was purely conjecture, a plausible attempt to explain the fact that intermittent fevers are certainly connected with marshes. When fevers were found to occur in places where there were no marshes, the theory of the "telluric miasma" was propounded. According to this the malarial poison exists not only in marshes but in certain soils, especially where there is much decaying vegetation, and any disturbance of such soil causes the poison to rush out and infect the neighbourhood. This view, we believe, is still strongly held by contractors and others who have done pioneer work in this country, though the weight of medical opinion is against it. It was not until after the science of experimental pathology had come into being in the middle of the last century that it was proved that malaria is caused by an organism existing in the blood. In 1880 the organism itself was discovered, and subsequent researches gave the medical world exact and detailed information regarding the processes which cause the disease in man. The problem, however, still remained of ascertaining the route by which the parasites enter the human body. While attempts were being made to solve this problem, a very old hypothesis was revived.

ORIGIN OF THE MOSQUITO THEORY.

It was stated centuries ago in certain religious books of Ceylon that mosquitoes can produce fever, and the same idea occurred to several men of science. The solution of the problem was attempted by Professor Ross's own work commencing in India about 1891 and not concluded until 1899. "It became early apparent," says the Professor, "that the old hypothesis of an aerial miasma was not tenable, simply because the disease was frequently too local to be assigned to any widely-diffusible poison." In 1895, therefore, Professor Ross commenced an experimental study of the mosquito hypothesis. Eventually he succeeded in growing the malignant parasite of man in mosquitoes of the sub-family Anopheles. The following year the life history of the whole group of these parasites was worked out, and the "wonderful and unexpected result" obtained that the malarial infection takes place through the proboscis of the mosquito. By the end of 1898 Professor Ross's work had been verified by other investigators, and experiments have proved that besides malaria *filaria bancrofti* (the worm that causes elephantiasis) and yellow fever are carried by mosquitoes, while dengue and some other fevers may perhaps be added to the list.

METHODS OF PREVENTION.

When Professor Ross started to improve the methods of preventing malaria, little was known about mosquitoes. His Indian researches showed that mosquitoes live for a month or more, even in captivity, that the commonest mosquitoes in the tropics nearly always belong to three groups—*Culex*, *Anopheles*, and *Aedes*—easily distinguishable, that all mosquitoes tend to abound most near to their breeding places, and can with certainty be reduced in numbers by appropriate measures directed against the latter, and that while the first two groups breed principally in artificial collections of water (in the tropics), the *Anopheles* breed principally in natural collections of water. This last discovery explained the connection between malaria and marshes, and justified the ancient method of reducing malaria by drainage. At the same time this method was made simpler, cheaper and yet more exact by the knowledge that it was only necessary to drain those waters which breed *Anopheles*. Professor Ross, during his first visit to Sierra Leone in 1899, proposed to free towns of malaria by the simple process of clearing them of mosquitoes by destroying the breeding places of the insects. It was not until three years later that he got a trial for his method. In his own words:—

At last, in 1901-2, it was put into practice at my visits to Sierra Leone and Ismailia, in the latter place with the most brilliant success; and was also used with good results in the Federated Malay States by Dr. Malcolm Watson. . . . Like Listerism, however, the idea has spread slowly, and the practice more slowly still.

Other methods—quinine, protection of houses by wire-gauze, etc.—have been tried and successful results obtained, but Professor Ross considers that the conditions in the tropics are as a rule more favourable for the radical measure of drainage.

Professor Ross concludes Part I of the report with a compendium of facts regarding malarial fever.

In Part II of the report he deals at length with the question of malaria in Mauritius, and concludes this section with a summary of facts regarding the amount of malaria in that Colony.

KLANG AND PORT SWETENHAM.

In Part III Professor Ross deals generally with the history of the prevention of malaria and then proceeds to describe, in detail, what has been done at Ismailia and in "two of the best campaigns," mainly, at Klang and Port Swettenham. Regarding the local achievements he says:

Commenced even before the campaign at Ismailia, as ably conducted, and almost as decisive, the work at Klang and Port Swettenham, in the Federated Malay States, is an equally distinguished example of the radical method of malaria reduction. Klang is a town of 3,376 inhabitants (in 1901), situated on the banks of the river of the same name, in the State of Selangor, on a flat, swampy area lying between the river and a semi-circle of low hills. In September, 1901, as the navigation of the river of Klang presented difficulties, a new port called Port Swettenham was opened five miles down the river from Klang on an area reclaimed from mangrove swamp. The population of the two settlements together was about 4,000 in 1903, while that scattered through the surrounding district was about 14,000. The rainfall averages about 100 inches (3 metres) a year. The full history of the campaigns in these towns is given in the excellent papers by Dr. M. Watson, the district surgeon, and Mr. E. A. O. Travers, the State surgeon, (in the *Journal of Tropical Medicine*). In the latter part of 1901 malaria became very serious in both towns, and, according to Dr. Watson, perhaps not more than three houses in the whole of Klang escaped infection, while the workmen at Port Swettenham began to leave the place. Dr. Watson immediately set himself to collect statistics, to observe the local Anophelines, and to take the preliminary steps for the campaign. Supported by Mr. Travers and the Sanitary Board and by the intelligence and liberality of the Government, he soon obtained realisation of the recommendations of himself and his colleagues made on the lines laid down by him. At Klang work was commenced in 1901 by extensive clearing of undergrowth, followed by drainage in the next year. These works in the town were rapidly followed, and a contour drain to intercept the inflow from the surrounding hills was cut. At Port Swettenham forest and mangrove swamp were felled, and a complete drainage scheme, prepared by the State engineer, was carried out. In both towns pending completion of the drainage, mosquito brigades were appointed, and their appointment was extended subsequently under the name of "town gardeners." When the epidemic had already begun to subside, wire gauze was supplied to many of the houses and an active quinine distribution was commenced. All the measures have been well maintained since then.

As regards cost, Mr. Travers and Dr. Watson state that at Klang it amounted at the end of 1905 to a total of £3,300, with an annual expenditure of £210 for town gardeners and of £60 for clearing drains. For this money 332 acres (134 hectares) have been dealt with, including virgin jungle, dense secondary growth, and swamp. At Port Swettenham the total cost has been £7,000 to the end of 1905, with an annual upkeep of £140. For this 110 acres (45 hectares) of mangrove swamp were drained; and a considerable area has been levelled, partly to provide building sites. The cost per head of population has therefore amounted to about £1.48, up to the end of 1905—a very small charge considering the heavy rainfall. These towns did not possess the exact statistics of Ismailia for a long period previous to the campaign. Great credit is therefore due to Dr. Watson for the care and skill with which he has determined the results of his measures.

A GREAT DECREASE.

Dr. Ross here gives tables compiled by Mr. Travers and Dr. Watson, showing the vast decrease of malaria in the district between 1901 and 1905, and then continues:—

To these figures Dr. Watson adds that so great has been the reduction of the malaria that he has lost a large part of his private practice as District Medical Officer. Regarding the reduction of mosquitoes, he remarks:—"A definite improvement in the health of Klang was evident when only the swamps nearest to the main groups of houses had been dealt with, and while other swamps within the town were still untouched. The mosquitoes from these did not appear to travel any distance, and there has been no evidence of dangerous immigration of Anophelines from the extensive breeding places which, until the middle of 1904, existed just outside the town boundary, and some of which still remain. Yet the species breeding in these swamps were identical with those breeding within the town."

The objection raised against the campaign at Ismailia—namely, that it possesses a dry soil and climate—cannot be raised against the well-conducted campaign of the Federated Malay States and the world owes a debt of gratitude to the Government of these States, to Mr. Travers, and especially to Dr. Watson, for the fine example which they have set.

Considerations of space prevent us dealing at greater length with Professor Ross's recommendations for Mauritius, which are exhaustive, fully discussed, and those interested can read the report for themselves. The chief merit of the report is that it is written so clearly and lucidly that any layman can follow the arguments and conclusions of the Professor. In fact, it is one of the most lucid works that I have ever seen of our good fortune to possess.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

17, CAINE ROAD, April 1909.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION the oil retains all its wonderful curative properties without bad smell or taste whatever. It is palatable as honey—and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young; it gives quick and certain relief and cure. Dr. G. C. Shannon of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.
Hongkong, 27th February, 1909.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by—
DODWELL & Co., LIMITED,
Agents.
Hongkong, 17th May, 1909.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 18th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 17th May, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th May, 1909.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Mooltan*.
From Australia, &c., ex S.S. *Albion*.
From Calcutta, &c., ex S.S. *Sialiti*.
From Persian Gulf, &c., ex S.S. *N. and B. & P. S. N. Co.'s Steamer*.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 12th May, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 23rd May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by—
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th May, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA,"

Captain Portelli, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TONDAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 2 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th May, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th May, 1909.

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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments, that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents
" " Gallon.....\$2.00

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any return of MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—188 per annum.
Weekly—\$18 per annum.
The rates per quarter and per month are proportional.
Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free except the address is accessible to messenger. Task subscribers can have their copies delivered at their residences without any extra charge. On option sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 80 cents per quarter.
Single Copies: Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On May 11, 1909, at Shanghai, the wife of G. S. FOSTER KEMP, of a son.

MARRIAGE.

On May 14, 1909, at Shanghai, KENNETH McKELVIE, eldest son of the late Andrew McKelvie, of Shanghai, to EMILY ELLEN OLARK, second daughter of Mr. and Mrs. James Clark, of Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 18, 1909.

BEACON HILL TUNNEL.

It is with a feeling of intense satisfaction, in which most readers will keenly participate, that we have been informed that at last the tunnel through Beacon Hill has been pierced, and an important stage in the work of constructing the railway line from Kowloon to Sam Chun has been reached. The piercing of the tunnel does not of course imply that the work has been completed, but it means that the calculations of the engineers have been proved trustworthy, which, after the revelations made at the last meeting of the Legislative Council, is something to be thankful for. His Excellency the Governor hinted at the meeting in question that it was hoped the headings would be through within two or three days and that hope has fortunately been realised; and at the same time he accorded praise to the tunnel superintendent, Mr. Walter, for having carried through the later operations with such expedition as to render this result possible. Much still

remains to be done before the tunnel has been completed, but there is reason to believe that the excavation will be ready for use by the end of the year and the permanent way laid and the line opened by next May. To those who are of a mechanical and statistical turn of mind it may be matter of supererogation to recapitulate the details of the work at the tunnel, but there are others who may not be averse from having the official facts repeated and we submit them as briefly as may be. We quote His Excellency, who said: "The heading cost per foot in 1907 \$184, which has been reduced to \$70.04. The enlarging in 1907 cost \$275, which has been reduced to \$140.86; the breaking-in was \$221 and has been reduced to \$113.54. Now, if it were not for these very large reductions per lineal foot the expenses would have been something I dread to calculate. Obviously it is beyond my personal control to see whether or not the estimate formed by the engineers is adequate. The staff which has been employed has been reduced wherever it has been possible to do so without detriment to the efficiency of the work. The medical arrangements, which are practically carried out by Government, have increased enormously. Everything, in fact, that the Government has been able to do has been done. The cost of the tunnel—I speak of the big tunnel only; you will of course recollect that sum includes the smaller one as well as the large one—is estimated, as you will see in the report, at \$3,000,000. Its length is 7,212 feet, which works out at \$416 per foot; that is to say \$2,196,342 a mile; or in round figures about £200,000 a mile. If we add to that, charges for the permanent way and the shoring of the tunnel's length and the general charges of the railway, you will see that the cost of this tunnel is not less than one-third of the general charges of the railway." Everything has been said that it is necessary at present to say with regard to the enormous expense of the undertaking and we do not desire to revert to a painful and depressing subject. But we should certainly like to hear the inside history of the tunnel and the experiences of those who have engaged in its construction. Vague rumours have been bruited abroad from time to time about the doings at Beacon Hill, but it is has been impossible, even if it had been advisable, to verify them. The main point is that the two ends have been connected after months and months of hard labour on the part of a large gang of coolies under the direction of skilled tunnellers from the home country. Are we to assume now that greater expedition will be shown in the construction of the other tunnels and the permanent way? The sooner the line is completed, the defective bridges repaired, and the strength of the culverts proved and passed, the sooner are we likely to find practical benefits accruing from this link which is to connect Kowloon with Canton. We have waited long and patiently for that desirable result, and we have yet to wait at least a year before regular traffic will be established to the frontier. If the engineering staff can secure that end within the time specified, the faults that have been recorded in the past may be partially condoned, and the good qualities of the completed undertaking elevated to the height of virtues.

FOR MARINERS ONLY.

This article is primarily intended for mariners. As most mariners are aware, the Hydrographic Office at Washington, U.S.A., is engaged in an immense work, which may be regarded as an addition to that undertaken by the British Admiralty. In brief it is to collect such local and incidental information regarding obstructions to navigation, news as to rocks, shoals, currents, etc., which can be incorporated in the existing charts. From what we can gather, the present aim of the Department is to present the navigator with such a compendium of facts relating to the North Atlantic and the North Pacific that his pilot charts will be a simple *vide meum*. By the kindness of Captain Milroy, Director of the Nautical School and Superintendent of the Sailors' Home at Hongkong, we are enabled to give some idea of what is being done and, at the same time, to show how mariners, who take a love in their profession, may assist a great and glorious undertaking. It is difficult for an outsider, raw to these technicalities, to know exactly where to begin. Let us start with the official letter to shipmasters. Therein it is stated that provided they co-operate with the U.S. Hydrographic Office, Navy Department, in supplying certain details which are set forth they will receive free of cost all the pilot charts, notices to mariners and hydrographic bulletins published by the Department. Nationality does not count in this matter, for all is grist that comes to the mill, all is information to help the sailor-man. As an example of what we mean we take from the *Hydrographic Bulletin* the following: "Empress of Japan (Br. S.), Captain Robinson—January 26 to 27, from (approximately) lat. 4° N. long. 151° E. to lat. 43° 30' N. long. 156° E. during a heavy gale from S.W. with very high seas, the steamer, running with the wind and sea two points on the starboard quarter and yawing badly, used

dog-bait oil with good effect for nine hours, as follows: An ordinary bucket with a small mill hole in the bottom nearly filled with oil and waste, was placed in the starboard forward line and kept filled with oil which on running out, formed a ribbon of oil about 30 feet wide on the water. Used from 4 to 5 gallons of the oil. [Report by Officer Douglas.] Then there is a periodical paper issued on "port facilities" in which a curious statement is made under the heading of "Aberration of sound." It runs: "Captain Muir, of the British steamer *Annisbrook*, reports the following aberration of sound: 'The fog signal on Bird Rocks, Magdalen Islands, St. Lawrence Gulf, was not heard when 1 mile to leeward, while it was heard when 1 mile to windward. Wind, light to moderate at the time.'" It will be seen that what is wanted is not so much phenomena at sea as effects which are likely to misguide the navigator and conditions which he is liable to experience. All that the Department desire is that owners and masters of vessels should evidence their interest in this admirable scheme for safeguarding so far as possible the hazardous life of those who go down to the sea in ships by notifying those incidents and features which may strike them as unusual or characteristic. Take the case of the chart of the Gulf Stream. Here we are given a clear exposition of the currents as they exist during the different seasons. As laymen we were accustomed to understand that the Gulf Stream followed a definite course, an immovable movement, all the year round. Not so; for the Gulf Stream has its little hiatus here and there, its wayward ways in special months—which, we take it, is known to most shipmasters. But here the caprices of the Stream are set forth in black and white. Then there is the pilot chart of the North Pacific Ocean—but as laymen we refuse to deal with so intricate a subject. All that is desired is that intelligent and observant shipmasters, of which there are a spate in Hongkong, should record their impressions and observations and send them to the American Consul, who will forward them free of postage, to the Department at Washington. We have said enough to induce any and every master mariner who has his profession at heart to forward this beneficent worldwide plan of mutual assistance to the utmost. He would be a churl who would fail to take part in a scheme which may ultimately result to his own benefit. Besides, by associating himself with the scheme he ensures for himself the receipt of all the latest charts without costing him a penny. These are a few general ideas submitted by a layman, but the best plan for shipmasters would be to make inquiries of Captain Milroy of the Sailors' Home on the subject.

LOCAL AND GENERAL.

The hearing of the prosecutions in connection with the Japan Sugar scandals, will open on the 25th instant.

PRINCE FU LUN has asked the Grand Council to arrange for a meeting to discuss the opening of the Senate in Peking.

SIR CLAUDE MACDONALD, British Minister at Tokyo, will leave Tokyo on the 22nd instant for Home via Siberia, on 10th day.

THE Yuchuapua has decided to raise Tls. 500,000 this year to build the Loyang Tsung-kuan Railway in Honan province.

VICEROY TUNG FAU, at Nanking, has memorialised the Throne on the improvement he intends to effect on the Chinese waterworks in the Shanghai City.

MR. O. G. FORTIER, Portuguese Consul-General, and Madame Fortier left Shanghai on 15th inst. for Home, on long leave. During the six years that Mr. Fortier has held office in Shanghai he has made many friends, and has earned general respect by careful attention to his arduous duties.

THE PRINCE REGENT has told H. E. Grand Councillor Chang Chih-tung that compulsory education is an important factor in constitutional reforms, and no delay should be made in enforcing it on any class of local conditions or necessities. H. E. Chang has, therefore, ordered the provinces to re-report on a fixed time in which they can enforce a compulsory educational system.

Two months' hard labour was the sentence imposed on an unemployed barber named Chan Sang, who was charged in the Police Court, today, with attempting to steal a gold hair-pin from a Chinese woman in Queen's Road Central, yesterday. Chan followed the woman for some distance, and when he thought the coast was clear, made a grab for the ornament. He missed, however, and was seized by a number of pedestrians.

It appears from native reports that orders were given some time ago by the Viceroy at Tientsin to the salt collector to organise a Blind School in the province. It is now proposed that an experimental institution should be formed at Tsingchow on the model of Blind Schools in Japan. A provision of Tls. 1,500 has been made from government funds for this object and competent instructors have been engaged. The course will comprise knitting, music, singing, fortune-telling, reading and dictation. Some thirty or more pupils have been enrolled and a report has been submitted to the Viceroy.

SIR CLAUDE MACDONALD, the British Ambassador, called on Mr. C. H. Resident General in Korea, on 15th inst., and remained to luncheon.

At a meeting of the directors of Messrs. Weeks & Co., Ltd., it was decided to recommend the payment of a final dividend of 6 per cent. for the year ended February 28, 1909.

THE Ministry of Agriculture, Industry and Commerce intends to add to its programme of reform measures the holding of a national exhibition in China in the 4th year of Hsuan Tung.

THE PRINCE REGENT'S annual allowance of Tls. 150,000 has been received by the Imperial Household Department from the Ministry of Finance and transmitted to the Regent's establishment.

THE Kiangnan Dock, working in co-junction with the local office of Messrs. John Brown & Co., Ltd., has secured an order for three tug-boats from the Hailip Conservancy Commission for service on the Taku River.

THE PRINCE REGENT has instructed H. E. Hsi Liang, Viceroy of Manchuria, to pay special attention to river defence and land reclamation after his arrival in Mukden to take up office. He also desires him to be peaceful in dealing with foreign affairs and to try not to err on the side of weakness or violence.

A PICKPOCKET, Chan Ng, was convicted in the Police Court, today. Chan was found guilty of stealing a leather purse, which contained \$5 in cash, from Tam Y. Ming, a clerk, of 31, Connaught Road Central, in Queen's Road, yesterday. Sentence of six weeks' hard labour and six hours' stocks was passed.

THERE was only one case set down on the calendar for the May Criminal Sessions which opened in the Supreme Court, today, the Chief Justice presiding. The defendant in that case was a gunner of the R. G. A., by name Carr, and he was sent to gaol for two years, with hard labour, for committing an offence contrary to law.

DR. Wm. Pearce, of the Sanitary Board, brought a charge against eleven men, in the Police Court, today, of trespassing on a message, to-wit, 24, 26, 28 and 30, Chatham Road, Hongkong, the same being vested under the control of the Sanitary Department, without permission. The defendants pleaded guilty to the charge, and were fined \$5 each.

DRIVING a truck in a negligent manner along Des Voeux Road West yesterday and knocking down a cooler, causing injury to his feet, were the charges preferred against Hung Fuk, a washerman, in the Police Court, today. After evidence was heard he charged with negligence was withdrawn, but defendant was ordered to pay the cooler \$3 as "medicine money."

IN the Police Court, today, Ng Siu Wing, an unemployed seaman, and a married woman named Li Tai were charged with kidnapping. Defendants were alleged to have stolen a ten-year-old child from the interior some days ago. They brought the boy to Hongkong and, so it is reported, were about to dispose of him, when the police were called on the scene. The case was adjourned for a week for evidence.

A NEW issue of Philippine stamps has been printed by the Treasury Bureau at Washington, D.C. The denominations are the same as those formerly used but a change in the colouring has been made as follows: "Two centavos, deep yellow green; four centavos, cream; six centavos, purple; eight centavos, light blue; ten centavos, dark blue; 12 centavos, red orange; 16 centavos, olive green; 20 centavos, yellow; 25 centavos, blue green; 30 centavos, light ultramarine; 50 centavos special delivery, green."

LOI CHUI, unemployed, who has been recognised as returning from banishment, was arrested at an early hour this morning on a charge of alleged burglary. At about 1.30 a.m. today, Loi forced an entrance into a house at 50, Des Voeux Road West, and purloined a blanket and \$4 in cash. He was about to leave the premises with the property, when the master awoke, and seized him. Loi appeared later in the day before Mr. F. A. H. Zealand in answer to the two charges. He pleaded guilty to returning from banishment, but denied the burglary charge. He was ordered to be remanded.

THIS morning a warrant was issued by the first police magistrate (Mr. J. H. Kemp) for the arrest of a foreign woman named Lott's Koin-bug, who failed to appear at the Magistracy in answer to a summons. Some days ago an order, signed by Government, it is reported, was issued ordering the deportation of the woman in question from the Colony for being a disorderly person. She did not quit the Colony on the date mentioned, and consequently she was called upon to answer the charge of disobeying an order of banishment. When the case was called this morning, the fair defendant was not present, and the warrant for her immediate arrest was made out.

HARRY KITCHEN, a stoker in the Royal Navy, who surrendered to the Nottingham police last month confessing he was a deserter, related a remarkable experience. He left H. M. S. Zuri at Hongkong in April last, and embarking as a second-class passenger made his way to Shanghai. Being stranded at the latter place, he secreted himself on a Japanese vessel as a stowaway, but being discovered on the voyage he was landed at Nagasaki. From there, after being accommodated at a sailor's home, he worked his passage to California, and from an American port subsequently succeeded, by similar means, in reaching Liverpool, whence he was tramped to Nottingham, which is within a few miles of his native place, Sutton-in-Ashfield. The accused was handed over to the naval authorities.

IMMIGRANTS FOR THE PHILIPPINES.

INTERESTING CASE IN THE SUPREME COURT.

The story of engaging native labourers in Hongkong to work in some part of the Philippine Islands was told to Mr. Justice Gompers, in the Supreme Court, today, during the hearing of an action brought by Mr. F. Wandras, a German merchant of Swatow, against Tam Siu Leung and the Siu Fung Tai Kee rice firm, of 89, Connaught Road West. The claim was to recover the sum of \$750 due under two contracts made by the defendants.

Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff, Mr. Otto Kong Sing defended.

The alleged facts of the case were that plaintiff was in the habit of engaging coolies in the Colony and at Swatow and sending them to work in certain part of the Philippine Islands to work phosphate. The coolies did not sign contracts; but in case they consented to go they were advanced two months' wages (\$70 apiece) on the condition that they should provide guarantors, who should refund the money to the plaintiff in case the men refused to go. In the present case some 150 men (skilled labourers) were engaged by the plaintiff under the condition already mentioned, but two refused to proceed after receiving their wages in advance.

Mr. Kong Sing invited the Court to inspect the "contract," and the case could be disposed of at once. He pointed out that there was no time mentioned in the document; neither was there a date when the immigrants were to be shipped. The men were willing to go. They were in the Colony now and were only too willing to go. As a matter of fact they went to Swatow. There was no breach of contract as far as the guarantors were concerned.

The plaintiff stated his case to the Court, and added that he had the Tatol of Swatow's permission to ship the men. But an under-official raised trouble. He stopped the men from going on board the *Kohalekang*, and stopped the ship from leaving the port. Five of the immigrants were, as a result, arrested, but they later escaped. Finding the obstacles placed in his way were unsurmountable, plaintiff brought the coolies to Hongkong and had them shipped, in accordance with the law.

Mr. Kong Sing (cross-examining the plaintiff)—You had a Chinese representative who engaged these men?—I saw them personally.

You saw the coolies in question?—Yes.

Could you recognise them now?—No.

I understand the authorities at Swatow objected to these men going on board your steamer?—That is so.

Did not the Chinese authorities pay their passages to Swatow?—No.

Didn't the Chinese authorities detain some of the men?—Yes, five.

And among those five were not the two coolies in question detained?—Yes, but they escaped during the Chinese New Year festival.

Have you made any effort to find these two men?—No, I don't want them. I have their guarantors.

Did you put all the men on board the steamer?—I can't put them on board. It is not allowed. I invited them aboard.

Something like a holiday? Did you notify the Harbour authorities?—Yes.

One of the coolies, who had failed to proceed to Puloa (the destination), said the reason why he did not go was because there was no agreement entered into between him and plaintiff, and secondly because the Yeung Mo Kuk at Swatow (Foreign Office) would not permit him to leave. While at Swatow he was for a time supported by the plaintiff and later by the Foreign Office. The second witness said that the Chinese authorities were of opinion that there was no proper agreement, and would not allow him to go.

Mr. Kong Sing submitted that the plaintiff could not recover from the guarantors. The men were willing to go now.

Mr. Harris contended that the guarantors were liable. It would have been different had the action been brought against the two coolies.

The case was adjourned.

AN INDO-CHINA S. M. CO'S SKIPPER.

PRESENTATION TO CAPT. TAMPLIN.

A very interesting and pleasing ceremony took place at Chikiang on Thursday, the 13th instant, the occasion being the presentation of a beautiful embossed silver rose bowl with ebony stand, accompanied by an illuminated address to Capt. L. H. Tamplin on the eve of his departure for Home. The presentation was made on board the I.C.S. *Tung Shing* by her general commander, Capt. Stalker, as representative of the Captains and Officers of the Indo-China Steam Navigation Co.'s fleet, in the presence of numerous shore and seafaring friends of Capt. and Mrs. Tamplin.

The address read—"To L. H. Tamplin Esq. On the occasion of your leaving for the Home-land on a well-earned holiday, we, the masters and officers of the Indo-China Steam Navigation Company's steamers, consider it a most fitting opportunity to express our appreciation for the many kindnesses, which, as the Company's representative at Wuhu and Chikiang, you have shown towards us both in and out of business. For old times' sake we ask you to accept the accompanying piece of plate in remembrance. Trusting Mrs. Tamplin and yourself will enjoy perfect health and have an enjoyable holiday in the sincerest wish of all."

Capt. Tamplin gracefully acknowledged the handsome present, and after the health and happiness of Mrs. Tamplin had been honoured by the assembled company, coupled with hearty good wishes for an enjoyable holiday, the proceedings terminated.—W. G. D. News.

CANTON DAY BY DAY.

THE PARACELS.

[From Our Own Correspondent.]

Canton, 17th May. This morning, Admiral Li Chi Chuen, accompanied by Captain Ng King Weng, Tatol Wong Ping Yun, Tatol Li Chi Chun, and two detachments of troops left here for the Paracels Islands to make an inspection of the group with a view to developing it. Following after the dispute relative to the Pratas Islands, the latest activities of the Chinese officials here will doubtless be watched with interest. The islands are reported to be rich in various useful products.

A DARING ROBBERY.

Late in the afternoon of the 15th instant, a gang of robbers numbering some two hundred entered the Sha Wan village near Chan Chuu where several wealthy people reside. The village being garrisoned by a strong local militia, no robbery has hitherto been committed in the village for a number of years. Two days ago, however, as already stated, the robbers managed to attack nine houses in all and removed articles to the value of over \$50,000. Besides carrying away the booty, three villagers were taken away by the robbers; a woman and a soldier were shot to death and three others were wounded. The outrage has been reported to the Canton officials, who are now taking the necessary steps for the arrest of the culprits.

CANTON-HANKOW RAILWAY'S EARNINGS. The total amount of the daily collection in fares and the number of passengers carried by the Canton-Hankow Railway during the second ten days of this month are as follows:—

Number of passengers.	Amount collected.
11th day.....	4,191
12th	3,754
13th	3,073
14th	3,404
15th	3,208
16th	3,924
17th	3,777
18th	3,696
19th	3,740
20th	3,115
Total.....	36,688

The total amount collected during the period was \$6,414.93, of which \$73.07 were realised from freight, &c.

CERTIFICATES FOR MILITARY STUDENTS.

At 9 a.m. today H.E. Viceroy Chang Jee Chou, accompanied by the Senior Lieutenant Taur General and the Provincial Educational Commissioner, proceeded to Whampoa to distribute certificates to a number of students of the local Military College, where they have recently completed their course of studies.

OFFICIAL AMENITIES.

At 10 a.m. to-morrow H.E. Viceroy Chang will receive the Japanese Consul at Canton.

OUTBREAK OF PLAGUE.

Lately, several cases of plague have been reported in the city. A number of schools and colleges have consequently been closed for fear of infection.

ADMIRAL LAMBTON AS FISHERMAN.

The Japan *Advertiser* gives the following details of Vice-Admiral Sir Hedworth Lambton's fishing excursion last week. The Admiral and 50 of his officers were the guests of Admiral Saito and spent the whole of Sunday fishing on the Tamagawa river. Captain Takeuchi and his reception committee received the party at the Shibuya Tramway Station and they arrived at the Tamagawa at 10 a.m. The honorary officials of the village, expressed their appreciation of the honour conferred upon them by the visit of the Commander-in-Chief of Britain's China Squadron. The villa of Mr. Den commands a magnificent view opposite Tamagawa and the azaleas in the garden at this period lent additional beauty to the scene. At the gate of the villa, the Rising Sun and Union Jack were crossed. Vice-Admiral Lambton, the guest of the day, riding in the same carriage as Captain Kato, entered the villa and was received at the gate by Miss Miwada, the principal of the Kiwada girls' school, and thirty of her students who held their annual meeting in the garden. Refreshments were served on the lawn at about noon and the fishing party commenced its operations in ideal weather. Some twenty boats were specially decorated and equipped, and carried a plentiful supply of provisions and refreshments. The visitors, on account of their naval rank, were invited to arrange the fishing boats into a fleet, and this was accordingly done, amidst much merry-making, the boat of Vice-Admiral Lambton assuming the rank of flagship. Finally, in a shady spot on the river, the party was successful in making some fine catches of carp, many of the officers wading in the river in pursuit of their "prey"—often a difficult task. Eventually, after a thoroughly enjoyable day, the party returned with the "catch" to the official residence of Admiral Saito.

THIRTY-three deportees were landed in the Colony yesterday, from the Straits Settlements, by the steamer *Kulsang*. Detective-sergeant Geo. Wat took charge of the gang and landed the men at Kowloon, where steps are being taken to transfer them to "pastoral new."

AMONG the numerous plans submitted and discussed for the re-organisation of the Imperial navy, which is occupying the most earnest attention of the Chinese Government, it is said that a somewhat novel suggestion has been made which is, at least, well-intentioned. If nothing else may be said in its favour, by this suggestion the raising of funds by increase of duties, or taxes, is deprecated for the reason that it would be a burden on the people. It is suggested that a strike force in the Empire should be selected and in development undertaken by the Navy and Marine Department of the Navy, and that all the realised therefrom should be devoted to the expenses of the Navy.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER DESIRES TO BE RELIEVED.

[By courtesy of the "Sheung Po"]

Peking, 17th May.

Ko Yi-him, Chinese Commissioner for the delimitation of the Macao boundaries, has telegraphed to the Waiwupu asking that another Commissioner be appointed in his place.

CHINA MERCHANTS' S. N. CO.

DIRECTORS' MEETING SANCTIONED.

[By courtesy of the "Sheung Po"]

Peking, 17th May.

The Ministry of Posts and Communications has sanctioned the request of shareholders in the China Merchants' Steam Navigation Co. to hold directors' meetings in accordance with the law relating to joint-stock companies.

The N. C. D. News learns from native sources that many shareholders of the above company desire that its management should be retained in the hands of the merchants and not turned over to the Yuchuanpu, as was lately ordered by the Government. They have, therefore, elected Mr. Cheng Tao-chai, a former Director of the company, as a representative. Mr. Cheng has recently arrived at this port, and after consultation with the shareholders has addressed a joint telegram to the Yuchuanpu paying that the company's management may be undertaken by the merchants.

CANTON-HANKOW RAILWAY.

THE FOREIGN LOAN.

[By courtesy of the "Sheung Po"]

Peking, 17th May.

It is reported that the loan for the construction of the railways from Canton to Hankow and from Hankow to Chengtu will be participated in, in equal shares, by Syndicates representing England, Germany and France.

NORTHERN RAILWAYS.

PERIOD FOR COMPLETION.

[By courtesy of the "Sheung Po"]

Peking, 17th May.

In a memorial to the Throne the Ministry of Posts and Communications has fixed the periods for the completion of the Nanking-Kiukiang Railway to two years and of the Wuhu-Hankow Railway to four years, respectively.

MINING IN HONAN.

FOREIGN AND CHINESE DIFFERENCE.

[By courtesy of the "Sheung Po"]

Honan, 17th May.

A certain foreign syndicate or company, which has acquired the right of selling coal in the interior, has deprived the people of certain other privileges with the result that the gentry and merchants have been greatly put about.

A mass meeting was to be held in the capital of Honan Province to discuss the best method of retaliation.

FLOODS NEAR AMOY.

IN-PENG DISTRICT THREATENED.

[By courtesy of the "Sheung Po"]

Peking, 17th May.

The river in the In-peng district has risen very high.

It is feared that a catastrophe will overtake the district.

Steps have been taken to guard against the impending floods.

SUSPECTED ROBBER ARRESTED.

ACCUSED OF MALPRACTICES IN CHINA.

The police, yesterday, arrested a man, giving the name of Li Tsung, who is accused of the commission of the crime of armed robbery in the interior of China some months ago. The suspect, who is a cook by trade, resided at 4, Tai Wong Lane, and it is alleged that on the 26th December last, in company with several others, broke into the house of a man named Sui Cheung Chun, in the Nam Ki village, Pui U district. The robbers, it is asserted, ransacked the premises, and seriously injured one of the inmates, who refused to obey the order to keep quiet. The suspect was arraigned on the extradition charge in the Police Court, today, and, pleading not guilty, the case was adjourned for a week.

KAIPING COAL.

A DEMONSTRATION IN DOMESTIC ECONOMY.

As a substitute for firewood and rice-straw for domestic purposes amongst the Chinese, the Chinese Engineering and Mining Company are introducing the No. 1 Kaiping Slack Coal and already the scheme has prospects of much success. With but slight alteration the Chinese stoves at present in use can be made suitable for burning coal, and the advantages to be derived from the use of coal compared with firewood and rice-straw are cleanliness and cheapness—two very important factors. The scheme has been successfully introduced in Tientsin, and with the object of interesting the Chinese in it this settlement the Mining Company has opened show rooms at Nos. 18 and 19 Honan Road, reports the *Shanghai Times*, where demonstrations are given, to all who care to go there, of the use and advantages of coal. A couple of stoves have been installed for the purpose, in which three fires are continually burning, and the average consumption of coal per day is estimated to be no more than 35 lbs., the cost of which works out at something like 13 cents. This is said to be about half the cost of firewood and rice straw, the price of which is about 60 cents and 40 cents per picul respectively. The cost of the Company's No. 1 slack coal is 37.50 per ton. At an indication for the Chinese to adopt the use of coal in place of other fuel the Mining Company have made an offer to effect the necessary alterations to existing stoves free of cost. Already many Chinese have visited the showrooms and have been much impressed by what was demonstrated to them, and there can be no doubt but that the scheme will in the end prove entirely successful. The Chinese Engineering and Mining Co. is one of the largest and most influential concerns doing business in the Far East, and it is interesting to note that the average yearly output of coal from the Company's mines in Tongshan is something like one and a half million tons.

THE KANEAGUCHI SPINNING COMPANY.

TRADE-MARK IN CHINA.

According to the *Asahi*, the Kaneaguchi Spinning Company has discovered that Chinese cotton yarn merchants at Shanghai, in conjunction with Chinese Spinning Companies, have been making much money by imitating its trade-mark. Fearing that any formal protest might bring about trouble similar to that caused by the *Toku Maru* affair, the Japanese Company is making efforts through some foreigners at Shanghai to put a stop to the imitation. The Chinese Commercial Minister is a friend of Mr. Buto, the Managing Director of the Kaneaguchi Company, and fully sympathizes with the latter. It is therefore believed that the imitation will be stopped without much difficulty.

THE PHILIPPINES AND CHINESE.

"While in Washington I am going to do everything in my power to do away with the Chinese Exclusion Act as applying to the Philippines. At present the exclusion act is in full force against the Celestials in the Philippines and consequently there, the only people there who will really develop the country, are shut out."

Judge Alexander Lanier, Assistant Attorney-General of the Philippines, was the speaker. He was interviewed at Honolulu while bound for Washington, where he will do everything possible to aid in the pro-Philippine legislation which is now being urged. He stated that in addition to his regular agitation with regard to the coffee and sugar tariff, he would work strenuously for legislation that would allow the Chinese to come into the Philippines or be brought in under contract.

"The Filipino simply will not work. It is entirely against his way of thinking for a 'lon of the soil' to do any manual labour. The Chinese are the best developers of that country we have ever had there, and it is a crying shame that they cannot be even brought into the islands under contract to do the work that the Filipino refuses to do."

"Last year I prosecuted over three hundred deportation cases. A registration act was passed which compelled all Chinese already in the islands to register. Of course, there were very many in the ignorant classes who never heard of the law, and, after a certain time, it became my duty to enforce the deportation act against them. I think it was a shame. These Chinese are the best people in the Orient, far and away the best workers. The Chinese Exclusion Act, of course, was never intended to apply to the Philippines in the first place, but was, with a number of mainland laws slapped on the insular possession without any consideration as to whether or not it fitted. Well, the Chinese Exclusion Act, in my opinion, does not fit. There are internal improvements worth several hundred thousand dollars to be done in the islands within the next few years and without the help of the Chinese labourers I do not think they can ever be handled."

ALLEGED COUNTERFEITER CAPTURED.

ACCUSED OF PASSING FORGED BANKNOTES.

Last night, a coolie, who later gave the name of Chung Ho, walked into the box office of the Hongkong Cinematograph, and, depositing a \$10 bill, drawn on the Chartered Bank of India, called for five twenty-cent seats. The ticket man examined the bill carefully. He found it to be forged, but before he could question the coolie, the latter had fled. He was pursued and captured, and when searched at the Central Police Station another spurious bill was found in his pocket. When interrogated as to where he obtained the bad bills, the man said: "I got them in the country." He was charged before Mr. J. H. Kemp, in the Police Court, today, with issuing counterfeit bills. He pleaded not guilty, and the case was remanded till next week.

THE EARTHQUAKE IN PORTUGAL.

SERIOUS LOSS OF LIFE.

Lisbon, April 25.

The earthquake shock was felt alarmingly in some and slightly in other parts of Lisbon at 5 o'clock on Friday evening. While tumbling chimneys and cracking walls caused no mortality in the city, the earthquake is now seen to have had a wider range than any shocks of recent years. Thirty-seven deaths are reported from up the Tagus, where very serious damage has been done, chiefly in the neighbourhood of Salvaterra, Benavente, and Samora, across the river, midway between Lisbon and Santarem. The church in Benavente has been completely destroyed, and in this village 30 persons perished. The church of S. Ivalerra was much injured, and a street in Samora, where seven persons were killed, is in ruins. The shocks, which in Benavente extended over three hours, were here lateral, but not vertical, and lasted from three to 15 seconds. Panic was caused as far north as Oporto. Aided being sent to Benavente from Santarem and Lisbon.

Most of the houses in Benavente have collapsed, including the telegraph office. About 20 have been killed here and many injured. The inhabitants spent the night in the fields. In the village of Samora the damage is still greater. Almost all the residents are ruined. Fifteen have been killed, and a large number injured. At Salvaterra the walls of many houses have cracked, and two persons have been killed. The bridge over the Tagus at Zamora, the principal means of communication with Ribatejo, is damaged. Relief parties with tappers and firemen have arrived from Lisbon and Santarem.

The bakeries of Lisbon have sent 20,000 loaves to Benavente. Tents and shelters have also been despatched to the scene of the earthquake. King Manuel and the Ministers of Public Works and Marine, after visiting the injured, returned to Lisbon by motor-car.

Both Houses of Parliament to-day devoted their sittings to the consideration of relief measures, and a credit of 100,000,000 reis (£20,000) was voted for the purpose.

The newspapers state that the first shock of the earthquake yesterday was only a slight one and vertical in its direction, but was followed by a second horizontal one much longer and more violent, lasting about six seconds in Lisbon.

April 25.

The shocks of earthquake and the subsequent rumblings have ceased throughout the affected district. The latest estimates show that 39 persons were killed and 100 wounded, while 120 are missing. Most of the victims are women and children and old men.

OIL IN SIAM.

Petroleum is found in Maung Fang in the extreme north of Siam. The amount of oil produced is quite insignificant. The oil may be collected by skimming the water which collects in shallow pits dug for the purpose. The oil thus collected is black in colour and very viscous. It is supposed that this occurrence is geologically connected with the oil-fields of Burma.

This oil is not likely to become of any importance until communications have very much improved. At present it would be practically impossible to open the district so as to be able to work the deposits, even if they have any value, which is an open question.

Oil has been frequently reported in Kedah, and experts have pronounced it to be there, but it is very doubtful whether there is any truth in these assertions, as no good samples have ever been obtained. It appears that people have been misled by the presence of considerable quantities of marsh-gas in some undrained ground.—N. C. D. News.

THE WEATHER.

The following report is from Mr. F. G. Fligg, Director of the Hongkong Observatory:—

On the 18th at 12.05 p.m.—The depression is still shown over the Pacific off the coast of N.E. Japan.

Pressure has increased in S. Japan, and given way over China, particularly in the North.

A depression is moving Eastwards over Manchuria, and the highest pressure is now shown over the Eastern Sea.

Moderate E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.78 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, moderate to squally, showery.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Luchow, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

NIPPON YUSEN KAISHA.

HALF-YEARLY REPORT.

The next half-yearly General Meeting of the Nippon Yusen Kaisha is expected to take place on the 31st inst., the *Asahi* states. The net profit of the present half-year is believed to be about ¥1,000,000, and this, plus the amount brought forward from the previous term should suffice to enable the Kaisha to pay a dividend at the usual rate of 12 per cent. per annum. Apart from the above, however, the Kaisha has a serious question to consider, says the *Osaka Journal*. The term of the subsidy for its European service will expire in December next. After that the number of subsidised steamers on service will be decreased from twelve to eleven. Its three steamers on the American service, and six others on various other lines, will lose the privilege of a subsidy. Such being the case, it will soon become necessary to construct many new steamers. At the same time, it has to increase the reserve for depreciation. It is, however, likely that the rate of dividend for the present half-year will be 12 per cent. as already mentioned.—Kobe Herald.

TRAFFIC IN WOMEN.

SHARP SENTENCES AT NAGASAKI.

The *Nagasaki Press* states that sharp and commendable sentences were passed upon three men (save the name), before the Nagasaki Chihō Saibansho on Wednesday, convicted on charges of being concerned in the kidnapping of nine Nagasaki girls for shipment to Shanghai; one Sugahisa, of Yamaguchi-ken, receiving seven years' imprisonment, and two others, Kaneko, of Kumamoto-ken, and Yamaguchi, of Omura, receiving six years' each. It appears that these loathsome individuals were caught in the act of stowing their victims in the hold of the Norwegian steamer *Varg* leaving Mojtor Shanghai on January 12th last, when their suspicious behaviour attracted the attention of the Captain who promptly handed them over to the police. It is extremely pleasing, our contemporary remarks, to observe that the authorities in Nagasaki are taking a prominent lead in the adoption of means to suppress this abominable practice. They have set an example worthy of the most serious attention and which might be copied in other quarters with advantage if this past is to be stamped out.

Another case brought before the Nagasaki Chihō Saibansho on Wednesday last, though fortunately of a much less common nature, received a well deserved sentence when the gravity of the offence is considered. The case in question was a charge of robbery with violence, and violation of a married woman, by one Mitani Kanosuke, aged 33, a native of Moji, and an old offender, and the sentence imposed was twenty years' imprisonment. From the evidence on which he was convicted it appears that Mitani, who was only liberated from the Ishaya prison on March 18th, broke into a merchant's house at Sasebo early the following morning, during that gentleman's absence, and under threats of violence, committed a criminal offence upon his wife. He afterwards plundered the house of money, valuables and clothing before taking his departure. The Sasebo police, however, were soon on the track of the offender and succeeded in arresting him the same afternoon whilst visiting a friend. He has no fewer than thirteen previous convictions of theft recorded against him and was justly termed "incorrigible."

THE GOVERNMENT OF HARBIN.

A WORKING AGREEMENT CONCLUDED.

Peking, May 12.

A preliminary agreement, containing eighteen articles, was signed yesterday by H.E. Liang Tun-yen, President of the Waiwupu, and His Honour Shih Chao-chi, Tao-tai of Harbin, representing China; and M. Korostovetz, Russian Minister at Peking, and Major-General Horvath, Chief of the Harbin Railway Staff, and Acting Consul-General for Russia at Harbin, as representatives of Russia regarding *modus vivendi* in the matter of jurisdiction by the Russian railway authorities at Harbin and their claims to have the right of taxation over Chinese subjects both at Harbin and other settlements along the line.

The agreement emphasizes the intention of Russia to respect China's sovereign rights. Treaty rights of other nations are safeguarded by an exchange of notes.

Major-General Horvath left Peking yesterday.—N. C. D. News.

SHIPPING AND MAILS.

MAILS DUE.

German (*Lusitania*) 19th inst.
French (*Sydney*) 24th inst.
German (*Prinz Waldemar*) 28th inst.
Canadian (*Empress of Japan*) 3rd prox.

The S.S. *Eastern*, which left here on 28th ult., arrived at Sydney yesterday.

The C. N. Co's s.s. *Chonan* left Shanghai on 16th inst., and may be expected here on 19th inst.

The H. A. L. s.s. *Delaware* left Hankow on 14th inst., and may be expected here on or about the 20th inst.

The H. A. L. s.s. *Silvia* left Shanghai on 18th inst., a.m., and may be expected here on or about the 21st inst.

The Shire Line s.s. *Cardiganhire* left Singapore, on 18th inst., at 7 a.m., and may be expected here on the 24th inst.

The C. P. R. Co's s.s. *Monticello* arrived at Nagasaki at 6.30 a.m., on 16th inst., and left again at 4 p.m., same day for Kobe, where she is due to arrive at 6 a.m., on 18th inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Kobe at 10 a.m., on 14th inst., and left again at noon on Saturday, for Yokohama, where she is due to arrive at 2 p.m., on 16th inst.

A NUMBER of shopkeepers, who were found guilty at the Magistracy, to-day, of giving unstamped receipts to customers, for sums over the \$10 mark, contributed very nearly \$175 to the Government fund for the office.

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING APRIL 24, 1909.

The Chairman and Directors, Raub Australian Gold Mining Coy., Ltd., Singapore, Gentlemen,—I herewith beg to hand you my report on your mining and milling operations. The mine measurements and assay returns of prospecting work show a total of 866 ft. for the period (4 weeks) under review, made up of 25 ft. sinking, 19 ft. driving, 627 ft. cross-cutting and 23 ft. of prospecting work as against a total of 857 for the previous four weeks.

MINES.

Rukit Komau.—540 ft. Level, Drive South.—This has been driven 1 ft., making a total of 100 ft.

The end carries a nice body of stone: North Drive.—To this has been added 3 ft., bringing the total to 5 ft. Driving has been stopped owing to low value of the rock.

A drive on the main lode has been started northward to join the wire coming down from the 420 ft. level.

420 ft. Level, South Drive.—This has been extended 10 ft., making a total of 54 ft. The lode 45 in. wide, averages 3.64 wt. per ton.

420 ft. Level North, No. 1 Wire.—This has been sunk 16 ft., making the total depth 51 ft. The portion of lode is eight averaged 48 in. and low grade.

The drive from the slope north has been extended 2 ft., making a total of 9 ft. The lode 38 in. wide, gives 19.27 dw. per ton. As this seems to be improving northward it has been stopped and the main drive below has been restarted and the two will be connected by a wire later.

Crosscutting for Slope-filling.—36 ft. Slopes.—Above the 420 ft. level, 1 slope; lode 14 in. wide and worth 7.30 dw. About the 340 ft. level, 2 slopes; lode 19 in. wide and worth 7.36 dw. Above the 240 ft. level, 1 slope; lode 14 in. wide and worth 1 dw.

SLOPE MINE.

150 ft. Level, Drive South.—This has been driven 17 ft., making a total of 70 ft. The lode 34 in. wide, averages 15.87 dw.

At 100 ft. north of Anderson Shaft on 70 ft. south of Slope shaft, a wire has been started and sunk 9 ft. The lode 38 in. wide, assays 15 dw. It is intended to connect this to the north drive on the 260 ft. level from Anderson Shaft.

From the slope a small branch about 7 in. wide has been driven on 1 ft. and 18 ft. to the north and south, respectively, worth 7 dw. 160 ft. Drive North.—To this has been added 25 ft., making a total of 70 ft. The lode averaged 48 in. wide and worth 9.25 dw. per ton.

Crosscutting for Slope-filling.—20 ft. Slopes.—Above the 160 ft. level, 2 slopes; lode 93 in. wide and worth 12.42 dw.

ANDERSON SHAFT.

260 ft. Level, Main Crosscut West.—This has been extended 33 ft., making a total of 60 ft. The lode has been struck and driven on to the north 8 ft.

It is now 6 in. wide and worth 10 dw. A second bunch of quartz about 6 in. wide was driven on 27 ft., but it is of no value and has been stopped.

BUKIT MALACCA.

No. 1 Level, Drive South.—This has been driven 24 ft., bringing the total to 412 ft. The lode 65 in. wide, assays 8.92 dw.

A bunch in the hanging wall has been driven on 10 ft. on a lode 50 in. wide worth 32 dw.

No. 1 Level North, Drive North From Crosscut East.—This was started on a branch met in the crosscut and has been driven on 24 ft. on lode matter 41 in. wide worth 5.32 dw.

No. 2 Level, South Drive North from Crosscut East.—This has been driven 3 ft., making a total of 58 ft. and as the lode became poor and disturbed a crosscut has been started and taken 16 ft. to the east.

Slopes.—Above the No. 1 level, 1 slope, and above the No. 2 level, 1 slope, lode averages 57 in. wide and worth by assay 5.17 dw.

Prospecting.—13 ft. of this work has been carried out on surface.

GENERAL.

At Anderson Shaft a new head gear is in course of construction.

The new electrical machinery and reduction gear for operating the pump are complete and have been given a trial run which was most satisfactory.

The transformers have been removed from Slope mine to Anderson Shaft to make this the head transforming station. For working Slope machinery a low tension service is connected.

From the Wilfroy Tables 54.15 tons of concentrates have been recovered worth 16.54 wt. per ton.

BUKIT KOMAU.

40 Stamps: ran 28 days less 15 days for repairs and clean up.

Huntington Mill: ran 28 days less 14 days for repairs and clean up.

Ore Crushed: Komau 2,755 tons. Slope 912 "

Total 3,667 tons.

Amalgam Collected 2,760,000 oz. producing Retorted Gold 947,000 "

Smelted Gold 933,975 "

Average yield per ton 5.09 dw. value of tailings 51 "

BUKIT MALACCA.

No. I Mill ran 23 days crushing 1,712 tons Surface ore and 327 "

No. II " 23 " (tons Mine ore. Total crushed 4,039 tons.

Amalgam Collected 305,000 oz. producing Retorted Gold 103,000 "

Smelted Gold 101,000 "

Average yield per ton 9.99 dw. Total—Tons crushed 5,706,000.

Amalgam 3,065,000 oz. Smelted Gold 1,014,075 oz.

Average Fineness 913.447 Yield per ton 12.59 dw. W. H. MARTIN, General Manager.

Intimations.

THE DAIRY FARM CO., LTD.

BUTTER

40, 60, 65, 70 and 75 Cents per lb.

OUR SPECIAL

"HONEYSUCKLE" BRAND.

Cannot be equalled in Asia.

\$1 a lb.

Hongkong, 15th May, 1909.

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WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VEXU ROAD CENTRAL (lately occupied by Madame Joy). Hongkong, 19th April, 1909.

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NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH a SHOEING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 4th May, 1909.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertaken and Executed. SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908.

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. 7.30 a.m. to 10.00 a.m. ...Every 15 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 15 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 5.30 p.m. ...Every 15 minutes.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 31 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPRESS OF INDIA"	"EMPRESS OF BRITAIN"
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail-Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe; also around the World.

HONGKONG TO LONDON. 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while cruising the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "O" or "A" Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. H. HARRISON, General Manager, Agents, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For Steamship	On
SHANGHAI VIA SWATOW	WEDNESDAY, 19th May, Noon.
KOBE	WEDNESDAY, 19th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KATSANG 1st THURSDAY, 20th May, Noon.
SHANGHAI	WEDNESDAY, 20th May, 4 P.M.
MANILA	WEDNESDAY, 21st May, 4 P.M.
SINGAPORE, PENANG & CALUTTA LAISANG	SATURDAY, 22nd May, Noon.
SINGAPORE and SAMARANG	TUESDAY, 25th May, Noon.
MANILA	FRIDAY, 28th May, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS)

The steamers Katsang, Namang and Kookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61.

Hongkong, 18th May, 1909.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
HOIHOW & HAIPHONG	"SINGAN"	19th May, 9 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEIHOW"	19th May, 4 P.M.
SHANGHAI	"OHINHUA"	20th May, 4 P.M.
NEWCHOWANG	"KWEIYANG"	21st May, 4 P.M.
SHANGHAI	"OHENAN"	23rd May, Daylight.
MANILA	"TAMING"	25th May, 3 P.M.
SHANGHAI	"YINGGOW"	27th May, 4 P.M.
SHANGHAI	"ANHUI"	30th May, Daylight.
MANILA, ZAMBOANGA and USUAL	"TEAN"	1st June, 3 P.M.
AUSTRALIAN PORTS	"CHANGSHA"	15th May, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinkun).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Wusung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

HONGKONG, 18th May, 1909.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila—Saloon steamships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
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CAIRO	2500	R. Rodger	MANILA	SATURDAY, 22nd May, at Noon.
RUBI	2500	R. W. Almond	"	SATURDAY, 29th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

Wired to 11th May, 1909.

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Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 1st July, 1909, at Noon.
S.S. AMERICA MARU	5,000 "	" 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 4th May, 1909.

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CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS."

10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1909.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on WEDNESDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th May, 1909.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	By Mail.	Sailing Date.
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Swerve	6,232	Shotton	3rd June 1909
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These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 24th April, 1909.

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STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER

"KWONG SA" ...Capt. E. S. OROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong, 24th April, 1909.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 15th May, 1909, per 5 Mds.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Mellong Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shlu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Shlu—Ngau Lat

" Sausages—Ngau Yuk Chang

Bollocks—Blair—Know—per set

" Tongue—Ngau Li—each

" Corned—Ham Ngau Li—each

" Head—Ngau Tau

" Heart—Ngau Sam

" Hump, Salt—Ngau Kiu

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chal-lau-kook—per set

Mutton Chop—Young Pal Kwat

" Leg—Young Pei

" Shoulder—Young Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Kook—per set

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pal Kwat

" Corned—Ham Chu Yuk

" Fat—Chu Pei

" Leg or Lard—Chu Yau

Sheep's Head and Feet—Young Tau

" Kook

" Heart—Young Sun

" Kidneys—Young Yiu

" Liver—Young Con

Sucking Pigs, To Order—Chu Chai

Suet Beef—Sang Ngau Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Sin Kai

Ducks—Aik

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheng Hoi Ye

" Ngo

Musk Deer—Wong Keng

Hare—Ta Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Salpao—Sa Chai

Turkeys, Cock—Fo Kai Kung

" Hen—No

Wild Ducks, Shanghai, Salted

Tail, Shanghai, Salted

Wild Ducks Canton—Sang Shing Sai

" Ap

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hoi

Ontle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tui To Sa

Eels, Dongor—Hoi Man Yu

" Fresh water—Tam Sai Yu

" Yellow—Wong Sin

Frogs—Tim Kai

Garoupa—Shak Pan

Gudgeon—Pak Kup Yu

Herrings—Tao Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wo Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mon Yu

Mullet—Chi Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Perch—Tui Loo

Pike—Fa Pau Fong

Plaice—Pan Yu

Pomfret, Black—Hak Cheong

Pomfret, White—Pak Cheong

Prawns—Ming Ha

Ray—Pai Fa Yu

Rock Fish—Sak Kau Kung

Roach—Chi Yu

Salmon, (Ore), Fresh water—Ma Yu

" Yiu

FRUITS.

Cents.

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Sole—Tat Sa Yu

Tench—Wan Yu

Turbot—Oho How Yu

Turtles, small, fresh water—Kook Yu

White Salt—Ngau Yu Chai

Al

COMMERCIAL.

TODAY'S BALANCE.

London-Bank T.T. 1/91	1/91
Do. demand 1/91 7/16	1/91 7/16
Do. 4 months' sight 1/91 9/16	1/91 9/16
France-Bank T.T. 1/91 2/4	1/91 2/4
Germany-Bank T.T. 1/91 1/2	1/91 1/2
India T.T. 1/91 1/2	1/91 1/2
Do. demand 1/91 1/2	1/91 1/2
Shanghai-Bank T.T. 1/91 1/2	1/91 1/2
Singapore-Bank T.T. 1/91 1/2	1/91 1/2
Japan-Bank T.T. 1/91 1/2	1/91 1/2
Java-Bank T.T. 1/91 1/2	1/91 1/2
4 months' sight 1/91 1/2	1/91 1/2
6 months' sight 1/91 1/2	1/91 1/2
3 days' sight San Francisco & New York 4/41	4/41
4 months' sight do. 4/41	4/41
30 days' sight Sydney & Melbourne 1/91 1/2	1/91 1/2
4 months' sight France 1/91 1/2	1/91 1/2
6 months' sight 1/91 1/2	1/91 1/2
4 months' sight Germany 1/91 1/2	1/91 1/2
Bar Silver 1/91 1/2	1/91 1/2
Bank of England rate 1/91 1/2	1/91 1/2
Silver rate 1/91 1/2	1/91 1/2

Shipping.

Arrivals.	
Zafro, Br. s.s., 1625, R. Rodger, 17th May, Manila 15th May, Gen.-S. T. & Co.	
Foehling, Br. s.s., 1413, T. Lishman, 17th May, Wuhu and Chongking 14th May, Rice and Gen.-J. M. & Co.	
Wongkoi, Ger. s.s., 1199, W. Reher, 17th May, Bangkok via Hongkong 7th May, Rice and Rosewood-M. & Co.	
Wingsong, Br. s.s., 1527, Jas. Smith, 17th May, Canton 16th May, Gen.-J. M. & Co.	
Derfflinger, Ger. s.s., 5241, G. Meiner, 18th May, Shanghai 15th May, Mails and Gen.-M. & Co.	
Keelchow, Br. s.s., 1215, G. Byers, 18th May, Canton 17th May, Gen.-B. & S.	
Chip Shing, Br. s.s., 1199, F. Monney, 18th May, Canton 17th May, Gen.-J. M. & Co.	
Hing Shun, Chi. s.s., 809, Markusen, 18th May, Canton 17th May, Gen.-Wallem & Co.	
Kiang Ping, Chi. s.s., 1222, Uddin, 18th May, Canton 17th May, Gen.-Tung Lee & Co.	
Chiyuen, Chi. s.s., 1177, C. Stewart, 18th May, Canton 17th May, Gen.-C. M. S. N. Co.	
Haimun, Br. s.s., 636, J. W. Evans, 18th May, Swatow 17th May, Gen.-D. L. & Co.	
Suifeng, Br. s.s., 4011, Shotton, 18th May, Seattle 7th April, and Manila 15th May, Flour and Hemp-D. & Co., Ltd.	
E. F. Ferdinand, Aust. s.s., 3843, E. Nische, 18th May, Singapore 12th May, Gen.-S. W. & Co.	
Onfa, Br. s.s., 5809, W. Copar-Lycett, 18th May, Tacoma, U.S.A., 21st April, Flour and Lumber-B. & S.	
Rajaburi, Ger. s.s., 1189, H. Brewer, 18th May, Bangkok 15th May, Rice-B. & S.	

Clearances at the Harbour Office.

Lotkin, for Bangkok.

For Canton.

Ching, for Swatow.

Wingang, for Swatow.

Hing, for Swatow.

Tian, for Manila.

Namang, for Shanghai.

Halyang, for Swatow.

Manchuria, for Shanghai.

Saint Patrick, for Shanghai.

Departures.

May 18.

Manchuria, for San Francisco.

Namur, for Shanghai.

Halyang, for Coast Ports.

Kanber, for Manila.

Polembang, for Palembang.

Liyoh, for Canton.

Kwongang, for Canton.

Sing, for Hainan.

Lokun, for Bangkok.

Santung, for Chinkiang.

Namang, for Calcutta.

Tian, for Manila.

Hing, for Saigon.

Yamaguchi arrived.

Per Wongkoi, from Bangkok, &c.—Mr. Williams.

Per Haimun, from Swatow—Mr. Boreland, and 28 Chinese.

Per Zafro, from Manila—Mr. and Mrs. R. Wolff, Mrs. A. Richter, Capt. Wm. Chamberlain, Mr. and Mrs. J. W. Cornwell, Messrs. S. J. Bani, R. Colquhoun, Mr. and Mrs. Jessie George, Mrs. R. H. Vold, Messrs. R. Campbell, J. K. Klein, Sydney D. Sugar, O. Duffy, E. Engel, W. G. Smith, C. A. Webster, Major and Mrs. H. L. Smith, Messrs. P. Johnson, H. G. Ferguson, Mrs. W. Condon, Capt. and Mrs. J. M. Kite, Mr. and Mrs. E. Viegelmann, Miss B. Judd and 2 infants, Miss Doo Biggs, Messrs. Tam Suog Fai, Georgia Canda, R. Helmbold, F. M. Clifford, R. Prusik, and 54 Chinese.

Per Derfflinger, for Hongkong from Yokohama—Mr. T. M. Little, Wong Wo Po, Mrs. Ho, Mrs. Lo and child, and Mr. Yip To Wong. From Kobe—Mr. and Mrs. McWhorter, and Mr. and Mrs. A. Hixon. From Nagasaki—Col. and Mrs. Miller, Mr. Miller, Mr. and Mrs. de Hoff, and Mr. F. Marshall. From Shanghai—Messrs. A. J. Balle, John Johnston, and servant, Laurence C. Colman, R. Donn, Miss Sangrove, Mr. and Mrs. H. H. Miss Terce, Mr. and Mrs. Park, Steadman, Gansell and Rellon. From Yokohama for Manila—Mr. C. V. Ande son. For Sydney—Baron and Mrs. Swaine, and Paul Horn.

Shipping Reports.

Mr. Haimun, from Swatow—Fresh to moderate N.E. wind and overcast with rain.

Mr. Foehling, from Wuhu and Chinkiang—Light to moderate N.E. wind, smooth sea fine clear weather.

Mr. Wongkoi, from Bangkok and Hainan—Fine weather in the Tong Kung Gulf strong N.W. winds (6-7).

Mr. Zafro, from Manila—Light wind and fine clear weather as far as Lat. 18 N. from thence to port dull overcast and fresh breeze.

May 17 at 4 p.m. May 18 at 4 p.m.

Barometer 29.98 29.99

Temperature 74 74

Humidity 81 81

Relative humidity 81 81

VESSELS IN PORT.

Swatow—Per Haimun, 19th May, Noon.	
Macao—Per Sui Tak, 19th May, 1.15 P.M.	
Kobe—Per Amoy, 19th May, 5 P.M.	
Kwong-chow-wan—Per Hoiching, 19th May, 5 P.M.	
Shanghai, Yokohama, Kobe and Moji—Per Kwang, 20th May, 11 A.M.	
Macao—Per Sui Tak, 20th May, 1.15 P.M.	
Shanghai—Per Chin Hua, 20th May, 3 P.M.	
Shanghai—Per Kwongang, 20th May, 3 P.M.	
Kuchinotani, Kobe, Yokohama, Victoria, Tacoma, Vancouver, B.C. and Seattle—Per Antiochus, 20th May, 3 P.M.	
Weihaiwei, Chefoo and Tientsin—Per Kwai Chow, 20th May, 3 P.M.	
Nagasaki, Moji, Kobe and Yokohama—Per Kama Maru, 20th May, 5 P.M.	
Manila, Vap. Fr. Wilhelmshafen, Simpsonhafen, Herat, Malindi, Brabant, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Manila, 20th May, 5 P.M.	
Swatow, Amoy and Foochow—Per Hainan, 21st May, Noon.	
Macao—Per Sui Tak, 21st May, 1.15 P.M.	
Newchwang—Per Kwang, 21st May, 3 P.M.	
Singapore, Colombo and Bombay—Per Bona Mar, 21st May, 3 P.M.	
Manila—Per Yuenang, 21st May, 5 P.M.	
Saigon, Batavia, Cherbon, Samarang, Sourabaya and Macassar—Per Tjinhai, 22nd May, 9 A.M.	
Singapore, Penang and Calcutta—Per Laitang, 22nd May, 10 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Chiyo Maru, 22nd May, 11 A.M.	
Macao—Per Sui Tak, 22nd May, 1.15 P.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.), Siberian Mail to Europe—Per Empress of India, 22nd May, 5 P.M.	
SHANGHAI VIA SIBERIAN MAIL to Europe—Per Chenan, 22nd May, 6 P.M.	
Singapore and Samarang—Per Hopang, 23rd May, 10 A.M.	
Europe, &c., India, via Taitoria—Per Orentine, 23rd May, 11 A.M.	
Manila—Per Taming, 23rd May, 2 P.M.	
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria and Seattle Wharf—Per Kaga Maru, 23rd May, 3 P.M.	
Singapore, Penang and Colombo—Per Iyo Maru, 23rd May, 5 P.M.	
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Melbourne, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per Aldenham, 23rd May, 11 A.M.	
Shanghai—Per Yachow, 27th May, 3 P.M.	
Manila—Per Loongang, 28th May, 1 P.M.	
Kobe and Yokohama—Per Kawachi Maru, 28th May, 5 P.M.	
Europe, &c., India, via Taitoria—Per Orentine, 29th May, 11 A.M.	
SHANGHAI VIA SIBERIAN MAIL to Europe—Per Anshu, 29th May, 6 P.M.	
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina Cruz, Callao, Iquique, Valparaiso and Coronel—Per Hongkong Maru, 1st June, 9 A.M.	
Singapore, Penang and Colombo—Per Kitano Maru, 1st June, 5 P.M.	
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Melbourne, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per Changsha, 15th June, 3 P.M.	

Alcides, Br. 4-masted bark, 2,968, L. Smith, 1st May—Kobe 23rd April, Gen.—S. O. Co.

DUCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
Scandia	at Kowloon Dock.
Y. Sotus	"
Heim	"
On Sang	"
Tak Hing	"

Ships Passed The Canal.

2nd April—Constantia, 6th April—Wray Castle, Sado Maru, Nore, Palermo, Genoa.	
13th April—Bendloch, Danmold, Panther, Prince Eitel Friedrich, Prometheus, Salaste, Senegambia, Thebes, Tourane, Waiphalia, Poona, 10th April—Kleist, Nippon, Bingo Maru, Dardanus, Hudson, Polynesian, Stiva, Tama Maru, 20th April—Palawan, Ghaeze, 23rd April—Aiyana, St. Patrick, Achilles, Anson, Naman, Palawan, Saxon, Kama Maru, 23rd April—Cardinal, Brabant, Lorient, Lorient, Sakhona, 30th April—Sydney, Albenza, Menelaus, Inaba Maru, Kawachi Maru, Prinz Ludwig, 4th May—Cyclon, Banca, 7th May—Vetko, Caldonien, Glanek, Ping Sui, Simla, Cathay, 11th May—Bendloch, Flinthire, Sumatra, Bedwin, Persta, Prince Rupert, Luitpold, Stam, 14th May—Goeben, Norman Prince, Vorwaerts, Hlaichi Maru, Dirlawer, Tourane, Sanuki Maru, 14th May—Dardanelles, Glenroy.	
Arrivals at Home—2nd April—Glenavon, 6th April—Deception, Carnarvonshire, Pak Ling, 13th April—Aragonia, Awa Maru, Constantia, Spreewald, Siletta, Malta, 16th April—Lyndhurst, Princess Alice, Tourane, Saxon, Hainan, 20th April—Yeddo, 20th April—Prometheus, 23rd April—Yeddo, 23rd April—Tama Maru, 27th April—Hlaichi, Bendloch, Hlaichi, Andania, Waiphalia, 30th April—Kleist, Nera, 4th May—Thorold, Achilles, 7th May—Inaba Maru, Lorient, Palawan, 11th May—Dardanelles, Saxon, 14th May—Caldonien, Prinz Ludwig.	

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Monday, the 24th instant, being Public Holiday, the Post Office will be open for one hour, i.e. from 8 till 9 a.m. In the event of the arrival of the French mail from the South, the delivery will be as usual.

There will be one delivery and a collection of letters at 8 a.m. on Sundays.

The Money Order Office will be entirely closed.

Approximate times of closing mails at Shanghai via Dalay and Siberia.

22nd May at 8.30 P.M.

26th " at 8.30 P.M.

30th " at 8.30 P.M.

3rd June at 8.30 A.M.

A Mail will close for—

Kwong-chow-wan—Per Sui Chung, 19th May, 8 A.M.

Swatow, Amoy, Foochow and Shanghai—Per Bureu Maru, 19th May, 9 A.M.

Swatow—Per Sotora, 19th May, 10 A.M.

Swatow and Shanghai—Per Wingang, 19th May, 10 A.M.

Shanghai—Per Saint Patrick, 19th May, 10 A.M.

Europe, &c., India, via Taitoria—Per Derfflinger, 19th May, 11 A.M.

Steamers Expected.

Vessels	From	Agents	Due
Lueitow	Singapore	M. & Co.	May 19
Chenau	Shanghai	B. & S.	May 19
Belgravia	Hankow	H. A. L.	May 20
Siletta	Shanghai	H. A. L.	May 21
Ale	Japan	P. M. Co.	May 23
Sydney	Singapore	M. M.	May 24
Cardigan	Singapore	S. T. & Co.	May 24
Takasaki Maru	Bombay	N. Y. K.	May 25
P. Waldemar	Sydney	M. & Co.	May 28
Emp. of Japan	Vancouver	C. P. R. Co.	June 3
Changsha	Sydney	B. & S.	June 9

VISITORS AT THE HOTEL.

Howokong.	
Asgaard, Mr. and Mrs. King, W.	
B. and Child	King, Mr. and Mrs. E. N.
Adams, P. R.	N.
Ashurst, Mr. & Mrs. King, Miss	King, Mr. and Mrs. A. D.
W. H.	King, Mr. and Mrs. A. D.
Audenard, Miss H. & D.	Kredling, Jas. A.
Bainbridge, W.	Lack, G. M.
Barnes, Miss M.	Landmann, H.
Brauer, J. J.	Leavitt, J. M.
Brewster, Mr. and Mrs. L.	Lewis, Mr. & Mrs. F.
Broderick, E. W.	Livesley, G. L.
Brown, Mrs. J. M.	Lind, Mr. and Mrs. J.
Canepa, A.	Lind, Miss J.
Champlin, Mrs. J. D.	Litcher, J.
Chorley, S. O.	Little, J. M.
Clark, M. S.	Lusk, Mr. and Mrs. J. S.
Condon, H. L.	Macdonald, D.
Cook, Miss G. B.	MacKenzie, Miss
Cornish, Mr. & Miss	Marriott, Dr. O.
Cotton, Mrs. H. E.	Massey, Miss K. A.
Dana, Mrs. G.	McBean, Dr. & Miss J.
Davidson, N. K.	McEwen, Miss E.
Day, Mr. and Mrs. F.	McIntosh, W. H.
Dickson, R. H.	McIntosh, G. O.
Doe, A. K.	McKean, Dr. G. W.
Doe, Miss A. K.	McNoughton, D. G.
Doe, Miss D.	Metcalfe, Capt. and Mrs.
Dunn, Mrs. P. F.	Morse, H. J.
Dunne, Master A.	Muller, Dr. F.
Dunne, Miss M.	Nixon, B. E.
Dunne, M.	Nostrand, J. J. Van
Eldridge, Mr. and Mrs. C. C.	Osborne, Mr. & Mrs. C. C.
Evans, G.	Ottone, Mr. & Mrs. E.
Fatherstock, Mrs. F.	Ottone, Miss
Forbes, Madam	Parker, Mrs. G. D.
Franklin, G.	Patterson, Mrs.
Fries, F. H.	Pickton, J. B.
Fuller, Deanna	Pirvano, A.
Gell, J.	Plimley, Miss C.
Gill, Miss E. H.	Rafin, Capt.
	Watterman, E. F.
	Ray, E. H.

Gill, Miss V. H.	Richardson, M. F.
Glen, W. Kidston	Richey, Miss M.
Gordon, Mr. and Mrs. G. L.	Ross, J. D.
Graham, Mr. and Mrs. G. L.	Ruprecht, L. T.
Green, Allan	Schaefer, Miss
Hallam, Mr. and Mrs. F. J. and 3 children	Schmidt, Mrs.
Harper, G.	Searle, D. D.
Harris, Miss	Sessions, Mrs. & Miss
Harris, Mr. & Mrs. A.	Simpson, V. and Mrs.
Hayes, G. V.	Smith, W. G.
Heermann, P. C.	Spalding, R. N., Surgeon
Hewitt, Hon. Mr. E. A.	and Mrs. A. D.
Holmes, O. N.	Spencer, H.
Imeson, Capt. R.	Spittles, J.
Jackson, Mr. and Mrs. J.	Sprungli, E.
Jenslam, H.	Stebbing, W. T.
Jones, Miss T.	Stow, Miss M.
Jones, Miss H.	Straton, W. F.
Kench, O. C.	Swaing, Baron & Baroness
Kelly, Mr. and Mrs. H.	Thomas, W. G.
Kessel, Lt. & Mrs. F.	West, Mr. and Mrs. T. B.
Kettenburg, G. W.	Wilbur, Mr. and Mrs. J. B.
Kiddle, Miss R.	Young, M. B.
	Zallensky, A.

Abell, S. O.	Lack, S.
Ashley, Miss	Lightfoot, Mrs.
Bell, Miss	McComb, W.
Bell, Miss	McKee, Mrs.
Bolden, S. O.	Measfield, J. F.
Borden, Mr. and Mrs.	Measfield, E.
Bordeo, Miss	Mollenmann, J.
Brown, Mrs.	Mulder, J. D. S.
Bussell, Mr. and Mrs.	Mulder, J. D. S.
Byrck, K.	Muller, C.
Chiles, Miss A.	Muller, Dr. F.
Collins, J.	Munro, Miss
Colman, Mrs.	Peet, Mr. and Mrs.
Dale, E. G.	Racey, Miss
Danies, F.	Raymond, Mr. & Mrs.
Danies, L. L.	Reeves, S. W.
Day, F. O.	Roland, A. J.
Day, E. W.	Schultz, Mrs.
Day, E. W.	Shield, G.
Gowen, R. A.	Shipp, C.
Haynes, Mr. and Mrs.	Smith, C. B.
Hone, W.	Stonham, F.
Ingram, J.	Terner, G. G.
Jaman, J.	Thompson, T. J.
Jackson, A.	Urban, Mr. and Mrs.
Jackson, Mrs.	West, Mrs.
Klay, A.	West, Chas.
Klobb, Miss	Zella, Miss

CRAIGIEBURN.	
Bird, C. F.	Smith, Crowther
Caldwell, Mr. and Mrs.	Smith, Mr. and Mrs.
Chas. A.	Grant
Chas. H. W.	Grant
Hollingsworth, Mr.	Smith, Mr. and Mrs.
Jamieson, P. S.	Morton
Kitchie, A.	Wilson, G. L.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	700	4	3,000	Commander O. T. K. Fuller	Yokohama
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain F. E. O. Ryan	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzkerbert	Yokohama
Bramble	river gunboat	710	6	900	Lt. Comdr Hon. R. O. B. Bridgeman	Shanghai
Bytornat	river gunboat	710	6	900	Lt. Comdr R. F. Noble	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Shanghai
Cherub	water tank and tug	390	2	300	Master S. West	Hongkong
Olo	sloop	1,070	6	1,400	Commander O. T. Barrett	Shanghai
Fame	torpedo boat destroyer	350	6	5,700	Lt. Comdr Commander Thomas	Kobe
Hora	cruiser, 2nd class	4,350	10	7,000	Captain Rowland Nye	Cruising in Pacific
Handy	torpedo boat destroyer	275	6	4,900	Lt. Comdr Commander G. Heathcote	Hongkong
Janus	torpedo boat destroyer	275	6	4,900	Lt. Comdr Commander G. Heathcote	Shanghai
Janus	torpedo boat destroyer	275	6	4,900	Lt. Comdr Commander G. Heathcote	Hongkong
King Alfred	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marascan	Yokohama
Kinsla	river gunboat	616	4	1,200	Captain Clinton Baker	Yokohama
Meila	surveying ship	1,070	6	1,400	Lt. Comdr T. J. S. Lyne	Yangtsu
Monmouth	cruiser, 1st class	9,800	14	22,000	Commander F. H. Walter	Hongkong
Moore	river gunboat	180	2	800	Captain G. W. Smith	Hongkong
Nightingale	river gunboat	85	2	249	Lt. Comdr Commander G. C. Walcott	Yangtsu
Oter	torpedo boat destroyer	350	6	5,300	Lt. Comdr Commander R. S. Rye	Yokohama
Robla	river gunboat	85	2	249	Lt. Comdr Commander B. J. Guy, V.C.	Hongkong
Sandpiper	river gunboat	85	2	249	Lt. Comdr Commander A. R. Tickell	West River
Saip	river gunboat	85	2	249	Commander A. Dixson	Yangtsu
Takt	torpedo boat destroyer	350	6	5,500	Commander W. Barlow	Hongkong
Tal	river gunboat	450	6	800	Commander H. R. Godfrey	Yangtsu
Thistle	river gunboat	710	6	900	Lt. Comdr Commander H. T. Atlay	Yokohama

